

EXTENDING TIME FOR CONSTRUCTION OF BRIDGE ACROSS MISSISSIPPI RIVER, RAMSEY AND HENNEPIN COUNTIES, MINN.

JANUARY 7, 1925.—Referred to the House Calendar and ordered to be printed

Mr. NEWTON of Minnesota, from the Committee on Interstate and Foreign Commerce, submitted the following

REPORT

[To accompany H. R. 11036]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 11036) extending the time for the construction of the bridge across the Mississippi River in Ramsey and Hennepin Counties, Minn., by the Chicago, Milwaukee & St. Paul Railroad Co., having considered the same, report thereon with amendment and as so amended recommend that it pass.

The bill as amended has the approval of the War and Agriculture Departments, as will appear by the letters attached and which are made a part of this report.

Amend the bill as follows:

Page 1, line 9, strike out the word "two" at the end of the line and insert in lieu thereof the word "one."

Page 2, line 1, change the word "years" to "year" and the word "four" to "three."

WAR DEPARTMENT, December 30, 1924.

Respectfully returned to the chairman Committee on Interstate and Foreign Commerce, House of Representatives.

The accompanying bill, H. R. 11036, Sixty-eighth Congress, second session, "Extending the time for the construction of the bridge across the Mississippi River in Ramsey and Hennepin Counties, Minn., by the Chicago, Milwaukee & St. Paul Railroad Co.," is in the usual form adopted by Congress for such measures. However, the times for commencing and completing the construction of the bridge are fixed at two and four years, respectively. The uniform time limits as fixed by the general bridge act of March 23, 1906, are one and three years, respectively, and it is thought inadvisable to change these limits, except in unusual cases.

The bill herewith has been amended accordingly, and as thus amended I know of no objection to its favorable consideration.

This bill is, however, to all intents and purposes, identical with H. R. 10647, Sixty-eighth Congress, second session, as amended in this department, upon which a report was submitted under date of December 19, 1924. It appears that the two bills contemplate extension of time on the same structure. While this department offers no objection to the passage of either bill, the passage of both seems unnecessary.

JOHN W. WEEKS, *Secretary of War.*

DEPARTMENT OF AGRICULTURE,
Washington, December 30, 1924.

Hon. SAMUEL E. WINSLOW,

*Chairman Committee on Interstate and Foreign Commerce,
House of Representatives.*

DEAR MR. WINSLOW: Receipt is acknowledged of your letter of December 22 inclosing a copy of H. R. 11036 for report thereon and for such views relative thereto as the department might desire to communicate.

This bill would extend for periods of two and four years, respectively, from the date of approval hereof, the times for commencing and completing the construction of the bridge authorized by act approved February 16, 1924, to be built by the Chicago, Milwaukee & St. Paul Railroad Co., its successors and assigns, across the Mississippi River within or near the city limits of St. Paul and Minneapolis. Apparently the act of February 16, 1924, referred to is chapter 35 of the statutes passed at the first session of the Sixty-eighth Congress which authorized the Chicago, Milwaukee & St. Paul Railroad Co., its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Mississippi River so as to connect the railroad of said company in the city of St. Paul with the railroad of said company near the southern limits of the city of Minneapolis. This, of course, relates to a railway bridge, and there seems to be no objection to favorable action on the bill from the standpoint of this department.

Sincerely,

HOWARD M. GORE, *Secretary.*